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Report of president and  
directors of Albemarle  
& Chesapeake canal co.

1872



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SEVENTEENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

Albemarle & Chesapeake Canal Co.

FOR THE

*Fiscal Year ending September 30th, 1872.*

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NORFOLK, VA.:

Printed at the Journal Company's Book and Job Office.  
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LIST OF OFFICERS.

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PRESIDENT:

MARSHALL PARKS.

SECRETARY AND TREASURER:

B. F. TEBAULT.

AUDITOR:

A. C. POWELL.

COLLECTOR:

ISAAC H. PARKER.

# Annual Report.

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*To the Stockholders of the Albemarle and Chesapeake Canal Company:*

In submitting the Seventeenth Annual Report the President would inform the Stockholders that, with the exception of a very few days, when the canal was obstructed by ice and by the sinking of a steamer, the navigation has not been interrupted. The explosion of the propeller "Rotary," which occurred on the 10th of May, prevented the passage of the larger steamers for a few hours. The steam dredges have been employed from time to time in removing the shoals and land slides which frequently occur. The exclusive use of steam on the canal will, perhaps, always require a greater amount of labor in repairs than in those canals in which it has not been introduced, in consequence of the greater velocity of the boats and the peculiar application of the motive power. The momentum of so large a body passing through so narrow a channel will, no matter what propelling power be used, cause a displacement of the water, which will tell eventually upon the sides of the canal, unless they are protected by a good turf or other covering, which would enable them to resist the wash. There are several sections of the canal passing through deep land cuts, which have been washed to a considerable extent, the banks of which are so elevated that the cranes of the dredges are not high enough, nor the dipper-handles long enough to deposit the excavated material over them; so that all we can do, until we have a machine of greater hoist to place it over the bank, is to deposit it on the sloping sides, down which it is liable to be washed again. Near the outlets of the canal, however, the debris has been carried out by the mud boats and deposited

in parts of the river not used for navigation. The time and expense incident to this plan of disposing of it, preclude its adoption in sections distant from the termini of the canal. To obviate these difficulties a floating boom derrick will be procured, which, it is believed, will accomplish the object at a moderate outlay. This floating derrick will be employed hereafter with the dredge in all deep cuts, and the excavated material taken from the bottom of the canal will be discharged into buckets on the derrick and elevated by steam power sufficiently high to be thrown over the embankment. In doing this, care will be taken not to destroy the vegetable growth on the slopes of the canal, which is so essential to its preservation.

#### LIGHTS AND BUOYS.

The want of suitable lights on the rivers and sounds continue to be felt by the numerous steamers passing through our navigation. Every effort has been made to induce Congress to make the necessary appropriation for these lights without success. The application will be renewed again, endorsed by the Board of Trade of Norfolk and by several naval and army officers, who can testify to its importance. It is hoped that permanent structures will be erected by the government, at least on the sounds. In the excavated channels, and at the entrances of the canal in North Carolina, lights are required, which it is proposed to be erected at the expense of the company. With this view, experiments are being made with the self-acting light invented by Doctor S. K. Jackson, which will materially lessen the expense, as *no* light keeper will be required to attend to them.

#### FAIRFIELD CANAL.

Agreeable to a resolution of the Stockholders, passed at our last annual meeting, a contract was entered into with the Fairfield Canal Company to excavate their canal in Hyde county, North Carolina. Work was commenced early in January last, and continued until the 1st of August, when the sickly season and entire failure of the dredge employed, caused a cessation of the work. A new steam dredge is now being constructed, which will be placed on the canal when completed. Three-fourths of



the canal has been deepened to its required depth, and the remainder, together with the necessary docks and recesses, can be completed by the ensuing Spring. The total actual cost of the work so far accomplished, without any charge for the use of the dredge, has been \$6,610.90.

#### LAW MATTERS.

The suit of Willett vs. Albemarle and Chesapeake Canal Company, which has been pending for several years in the Circuit Court of Norfolk county, has not yet been decided. The questions involved in this suit are of great importance to the company, and if decided adversely may, and most probably will, lead to other litigation. The first trial occupied about two weeks, and was not concluded for want of time, the court being compelled to adjourn before submitting the case to the jury. Upon the second trial the jury failed to agree and were discharged. The jury empanelled for the third trial found a verdict against the company for \$5,000, which was set aside by the court and a new trial granted, which has not yet taken place.

The sum claimed by Willett for damages is \$7,000. This claim is based upon an allegation that the company, by the construction of its canal, took possession of a part of Willett's property, and so obstructed the flow of water to his mill as to render it nearly worthless. The company denies the injury alleged, and makes the further defence that the mill is situated on a navigable stream, and that, under the act of the General Assembly of Virginia for opening, improving and extending the navigation of the rivers of the Commonwealth, the rights of Willett were subordinate to those of the company.

A compromise of the suit was talked of by the respective counsel, but not arranged. In case a compromise upon such terms as the company may approve cannot be made, and there should be a verdict against it, due protection of the interests of the company demand that an appeal should be taken to a higher tribunal.

#### LOCKS.

The tide lock (the only one on the line of navigation) con-

tinues to work well. The gates which were reported in bad condition at our last annual meeting (with the exception of one pair, which was replaced,) are still there. Arrangements have been made for an entire renewal. Two pair of iron gates and one pair of wooden gates are in course of construction. The iron gates are a novelty in this country, no canal having, as yet, adopted them. It is believed their durability will compensate the company for the additional outlay in their construction.— Having erected two pair of wood and two pair of iron gates at the same time, and in the same lock, will at least test their respective merits.

#### ATLANTIC, CHESAPEAKE AND OHIO TOW BOAT LINE.

A charter has been obtained from the Legislature of Virginia for the "Atlantic, Chesapeake and Ohio Transportation and Tow Boat Company." It is to be hoped that some enterprising persons may be found to engage in this business; a finer field for enterprise does not exist. The business of this canal, together with the Seaboard and Roanoke, the Atlantic Mississippi, and Ohio, and Chesapeake and Ohio railroads, and the James River and Kanawha canal, with several rivers of Eastern Virginia, require an amount of tonnage which would give profitable employment for a very large line of first-class boats. The towing on Chesapeake Bay of first-class canal barges, suitably equipped, has been carried on for so many years that no fear need be entertained as to its safety and practicability.

#### CHESAPEAKE AND DELAWARE CANAL.

The through business of the interior water-line has increased during the past year. Railroad ties, shingles, and a large quantity of timber, are going North *via* the Chesapeake and Delaware Canal. For the want of suitable boats to carry it forward, a large amount of tonnage is lost to this canal, which takes the ocean route from Norfolk in consequence. If a regular tow boat line were established on Chesapeake Bay a vast amount of the heavy products of North Carolina and Virginia, bound Northward, would avail of this route; but the want of suitable boats for its transportation prevents its greater increase. Timber in rafts, through the canal

from North Carolina, is being towed very successfully up the Bay, and then *via* canals to Philadelphia and New York.

REPAIRS AND IMPROVEMENTS REQUIRED ON THE ALBEMARLE  
AND CHESAPEAKE CANAL IN 1873, AND INTEREST ON BON-  
DED DEBT.

|                                     |          |
|-------------------------------------|----------|
| One pair Wooden Gates for Lock..... | \$1,200  |
| Two pair Iron Gates for Lock.....   | 3,600    |
| Two Bridge Houses.....              | 1,800    |
| One New Dredge.....                 | 12,500   |
| Repairs on Canal .....              | 6,500    |
| Removal of Logs.....                | 1,250    |
| Repairs on Bridges.....             | 1,000    |
| Light Houses and Beacons.....       | 2,000    |
| Repairs on Collector's House.....   | 650      |
| Interest on Bonds.....              | 28,000   |
| Removal of Shoals in Rivers.....    | 3,500    |
|                                     | <hr/>    |
| Completion of Fairfield Canal.....  | \$62,000 |
|                                     | <hr/>    |
|                                     | 8,000    |
|                                     | <hr/>    |
|                                     | \$70,000 |

The amount required this year will greatly exceed the sum expended in previous years, owing to the necessity of renewal of the lock gates which are now entirely worn out, also the construction of new dredge bridges and keeper's houses, completion of the Fairfield Canal, &c.

All of which is respectfully submitted.

MARSHALL PARKS,  
*President.*

*Statement of Receipts and Disbursements of the Albemarle and Chesapeake Canal, for the fiscal year ending September 30, 1872.*

|                                                                   |             |                    |
|-------------------------------------------------------------------|-------------|--------------------|
| 872. To balance, as per annual account, 30th September, 1871..... |             | \$10,902 79        |
| To receipts from Tolls.....                                       | \$60,846 64 |                    |
| Towing.....                                                       | 10,859 61   |                    |
| Percentage on toll orders.....                                    | 579 30      |                    |
|                                                                   | <hr/>       | 72,285 55          |
| Coal.....                                                         |             | 851 61             |
| Rent of depot and wharf.....                                      |             | 928 00             |
| United States tax reserved.....                                   |             | 420 91             |
| Old dredge, iron, Fairfield Canal, &c.....                        |             | 389 40             |
|                                                                   |             | <hr/>              |
|                                                                   |             | <u>\$85,778 26</u> |

EXPENDITURES.

|                                                                                                                                |            |                    |
|--------------------------------------------------------------------------------------------------------------------------------|------------|--------------------|
| By paid for attendance and repairs of bridges Nos. 1, 2 and 3.....                                                             | \$1,561 03 |                    |
| For attendance and repairs of locks.....                                                                                       |            | 3,466 42           |
| For labor, pile-driving, removing logs, &c., removing shoals, dredging, and placing stakes, including fuel for dredge, &c..... |            | 13,987 85          |
| For lights.....                                                                                                                |            | 40 33              |
| For Coal and Oil for tow-boats.....                                                                                            | \$1,440 81 |                    |
| For repairs for tow-boats.....                                                                                                 | 4,567 81   |                    |
| For Wages and Provisions, tow-boats.....                                                                                       | 5,787 99   |                    |
|                                                                                                                                | <hr/>      | 14,796 61          |
| For rent and repairs of depot and wharf.....                                                                                   |            | 1,302 00           |
| For United States internal revenue tax.....                                                                                    |            | 339 50             |
| For coupons from bonds of Company.....                                                                                         |            | 26,562 00          |
| For stationery, printing, advertising, revenue stamps, traveling expenses, also law fees.....                                  |            | 2,462 17           |
| For salaries of President, Auditor, Collector, Treasurer and Clerk.....                                                        |            | 5,924 91           |
| Fairfield Canal improvement, Hyde county, N. C.....                                                                            |            | 6,610 90           |
| For taxes to Currituck county, N. C., &c.....                                                                                  |            | 295 43             |
| For large float for clearing canal of logs.....                                                                                |            | 3,000 00           |
| For measuring rafts.....                                                                                                       |            | 435 01             |
| Balance.....                                                                                                                   |            | 4,994 10           |
|                                                                                                                                |            | <hr/>              |
|                                                                                                                                |            | <u>\$85,778 26</u> |
| To balance on hand.....                                                                                                        |            | 4,994 10           |

E. & O. E.

B. F. TEBAUT, *Treasurer.*

OFFICE A. & C. C. Co.,

NORFOLK, VA., 30th September, 1872.

## AUDITOR'S REPORT.

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OFFICE OF THE ALBEMARLE AND CHESAPEAKE CANAL CO., }  
NORFOLK, VA., October 24th, 1872. }

*To the Directors of the Albemarle and Chesapeake Canal Company :*

GENTLEMEN :—I hereby respectfully report that I have made minute and rigid examination of all accounts as shown by the books of the Company during the past fiscal year, and find them correct. In making my annual report I am always tempted, and cannot at this time refrain from making a complimentary allusion to the orderly and accurate system of accounting for monies received and disbursements made by our present Treasurer. No monies are paid by him (even the most trifling amounts) except upon properly certified vouchers presented and receipts given.

There is a satisfaction in knowing that while we are in the receipt of no dividends upon our stock (and from present appearances no very encouraging prospects before us), yet that there is a judicious use of all the monies received and a strict accounting of every expenditure.

Respectfully submitted,

A. C. POWELL, *Auditor.*

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*Statement of Affairs of the Albemarle and Chesapeake Canal Company, 30th September, 1872.*

|                         |                |
|-------------------------|----------------|
| Authorized Capital..... | \$1,500,000 00 |
|-------------------------|----------------|

### LIABILITIES.

|                                              |                |
|----------------------------------------------|----------------|
| Stock held by State of North Carolina.....   | \$350,000 00   |
| Stock held by County of Currituck, N. C..... | 44,000 00      |
| Stock held by individuals.....               | 494,100 00     |
|                                              | \$888,100 00   |
| Bills Payable. ....                          | 5,000 00       |
| Open Accounts.....                           | 850 00         |
|                                              | \$893,950 00   |
| Total liabilities.....                       | \$893,950 00   |
| Liabilities as above.....                    | \$893,950 00   |
| First mortgage bonds issued.....             | 400,000 00     |
|                                              | \$1,293,950 00 |

### ASSETS.

|                                                 |            |
|-------------------------------------------------|------------|
| Currituck County bonds.....                     | \$1,300 00 |
| Cash .....                                      | 4,594 10   |
|                                                 | \$6,294 10 |
| Total assets (Canal property not included)..... | \$6,294 10 |

NORFOLK, VA., September 30, 1872.

*Comparative Monthly Statement of Receipts, Albenarle and Chesapeake Canal, for fiscal year ending 30th Sept., 1872.*

| Year.                                                                           | Month.         | Tolls.                                                            | Towing.    | Total.      | Year.      | Month.         | Tolls.      | Towing.     | Total.      |
|---------------------------------------------------------------------------------|----------------|-------------------------------------------------------------------|------------|-------------|------------|----------------|-------------|-------------|-------------|
| 1870                                                                            | October.....   | \$4,351 93                                                        | \$747 07   | \$5,099 00  | 1871.      | October.....   | \$5,337 27  | \$707 10    | \$6,044 37  |
| "                                                                               | November.....  | 4,164 06                                                          | 492 33     | 4,656 39    | "          | November.....  | 4,651 47    | 851 49      | 5,502 96    |
| "                                                                               | December.....  | 3,958 97                                                          | 592 93     | 4,551 90    | "          | December.....  | 4,606 41    | 682 82      | 5,289 23    |
| 1871                                                                            | January.....   | 3,996 05                                                          | 907 69     | 4,903 74    | 1872.      | January.....   | 4,371 65    | 849 73      | 5,221 38    |
| "                                                                               | February.....  | 4,987 65                                                          | 1,075 47   | 6,073 12    | "          | February.....  | 4,252 50    | 1,036 73    | 5,289 23    |
| "                                                                               | March.....     | 5,107 63                                                          | 1,204 14   | 6,311 77    | "          | March.....     | 4,825 47    | 1,391 56    | 5,767 03    |
| "                                                                               | April.....     | 6,022 23                                                          | 960 07     | 6,982 30    | "          | April.....     | 6,272 93    | 1,139 06    | 7,411 99    |
| "                                                                               | May.....       | 6,051 07                                                          | 938 97     | 6,990 04    | "          | May.....       | 6,570 72    | 1,216 80    | 7,787 52    |
| "                                                                               | June.....      | 5,110 60                                                          | 585 65     | 5,696 25    | "          | June.....      | 5,973 77    | 941 58      | 6,915 35    |
| "                                                                               | July.....      | 3,896 80                                                          | 373 51     | 4,270 31    | "          | July.....      | 4,871 44    | 740 85      | 5,612 29    |
| "                                                                               | August.....    | 4,246 26                                                          | 441 69     | 4,687 95    | "          | August.....    | 4,358 89    | 564 93      | 4,923 82    |
| "                                                                               | September..... | 3,875 47                                                          | 487 25     | 4,362 72    | "          | September..... | 4,754 12    | 578 93      | 5,333 05    |
|                                                                                 |                | \$55,778 72                                                       | \$8,806 77 | \$64,585 49 |            |                | \$60,846 64 | \$10,251 58 | \$71,098 22 |
| Receipts from Tolls and Towing for fiscal year ending 30th September, 1872..... |                |                                                                   |            |             |            |                |             |             |             |
| "                                                                               | "              | percentage on orders for                                          | "          | "           | "          | "              | "           | "           | "           |
| "                                                                               | "              | Tolls and Towing for fiscal year ending 30th September, 1871..... |            |             | "          | "              | "           |             |             |
| "                                                                               | "              | percentage on orders for                                          | "          | "           | "          | "              | "           |             |             |
| Excess over the year ending 30th September, 1871.....                           |                |                                                                   |            |             |            |                |             |             |             |
| TOLLS.                                                                          |                |                                                                   |            | TOWING.     |            |                |             | PERCENTAGE. |             |
| North.....                                                                      |                | \$46,396 50                                                       | North..... | \$6,032 30  | North..... |                |             |             | \$542 80    |
| South.....                                                                      |                | 14,450 14                                                         | South..... | 4,219 28    | South..... |                |             |             | 36 50       |
|                                                                                 |                | \$60,846 64                                                       |            | \$10,251 58 |            |                |             |             | \$579 30    |

Tolls received from U. S. vessels and included in the above account..... \$2,085 00

*Comparative Statement of Tolls and Towing received during the years ending 30th September, from 30th September, 1865, to 30th September, 1872, inclusive.*

|       | Year ending 30th September in<br>each year. | Tolls.       | Towing.     | Total.       |
|-------|---------------------------------------------|--------------|-------------|--------------|
| 1866. | Year ending 30th Sept., 1866.               | \$41,346 54  | \$9,241 75  | \$50,588 29  |
| 1867. | “ “ “ “ 1867.                               | 48,682 01    | 10,810 83   | 59,492 84    |
| 1868. | “ “ “ “ 1868.                               | 47,872 43    | 10,398 14   | 58,270 57    |
| 1869. | “ “ “ “ 1869.                               | 45,073 60    | 11,452 26   | 56,525 86    |
| 1870. | “ “ “ “ 1870.                               | 47,662 56    | 10,567 61   | 58,230 17    |
| 1871. | “ “ “ “ 1871.                               | 55,778 72    | 8,806 77    | 64,585 49    |
| 1872. | “ “ “ “ 1872.                               | 60,846 64    | 10,251 58   | 71,098 22    |
|       |                                             | \$347,262 50 | \$71,528 94 | \$418,791 44 |



*RECEIPTS OF PRODUCE through the Allemarie and Chesapeake Canal for the fiscal year ending 30th  
September, 1872.*

| YEAR. | MONTH. | Bales Cotton. | Barrels Fish. | Barrels Naval Stores. | Barrels Spirits. | Barrels Turpentine. | Bushels Corn. | Feet Lumber. | Shingles.  | Slaves.   | Bus. Flaxseed. | Passengers. | Pounds Rags. | Pounds Iron. | Bus. Potatoes. | Pounds Bacon. | Railroad Ties. | Cords Wood. | Bushels Beans and Peas. | Bus. Wheat. | Cords Logs. | Fresh Shad. | Watermelons. |
|-------|--------|---------------|---------------|-----------------------|------------------|---------------------|---------------|--------------|------------|-----------|----------------|-------------|--------------|--------------|----------------|---------------|----------------|-------------|-------------------------|-------------|-------------|-------------|--------------|
| 1871  | Oct... | 5,901         | 5             | 350                   | ....             | ....                | 3,051         | 1,131,062    | 3,586,375  | 155,321   | 19             | 92          | 5,799        | 4,760        | 1,886          | 959           | 10,827         | 379         | 394                     | 35          | 111         | .....       | .....        |
| "     | Nov..  | 4,357         | 147           | 194                   | ....             | ....                | 10,796        | 1,217,216    | 2,158,059  | 191,517   | 118            | 136         | 4,138        | 8'0          | 1,457          | 2,410         | 5,872          | 409         | 430                     | ....        | 51          | .....       | .....        |
| "     | Dec..  | 4,238         | 294           | 176                   | ....             | ....                | 41,747        | 957,981      | 2,920,800  | 210,574   | ....           | 210         | 1,812        | 20,985       | 852            | 9,460         | 8,366          | 173         | 455                     | 60          | 20          | .....       | .....        |
| 1872  | Jan... | 3,826         | 228           | 419                   | 12               | ....                | 51,077        | 806,329      | 1,476,375  | 263,700   | ....           | 190         | 857          | 5,500        | 393            | 12,460        | 1,117          | 342         | 700                     | 57          | 116         | ....        | .....        |
| "     | Feb..  | 1,992         | 329           | 747                   | ....             | ....                | 73,938        | 895,160      | 1,970,547  | 207,460   | 2              | 136         | 2,899        | 54,425       | 2,253          | 10,168        | 5,571          | 276         | 4,629                   | 42          | 52          | 728         | .....        |
| "     | March  | 840           | 739           | 1,111                 | ....             | ....                | 69,092        | 1,102,499    | 2,254,900  | 123,600   | ....           | 167         | 3,775        | 19,500       | 1,669          | 28,748        | 725            | 262         | 3,303                   | ....        | 93          | 114,874     | .....        |
| "     | April. | 429           | 4,060         | 980                   | 4                | ....                | 25,601        | 3,456,378    | 4,504,600  | 110,645   | ....           | 184         | 1,534        | 27,063       | 2,017          | 4,010         | 1,043          | 227         | 4,062                   | 8           | 165         | 102,381     | .....        |
| "     | May..  | 90            | 8,842         | 482                   | 60               | ....                | 21,306        | 3,412,864    | 3,976,975  | 37,565    | ....           | 166         | 9,294        | 56,040       | 559            | 1,050         | 3,109          | 347         | 1,156                   | ....        | 183         | .....       | .....        |
| "     | June.  | 87            | 273           | 104                   | ....             | ....                | 15,138        | 3,289,342    | 3,889,500  | 66,675    | ....           | 152         | 10,050       | 102,751      | 3,357          | 500           | 4,090          | 351         | 477                     | ....        | 189         | .....       | .....        |
| "     | July . | 17            | 7             | .....                 | ....             | ....                | 11,632        | 2,388,764    | 2,732,151  | 27,500    | 133            | 140         | 2,348        | 46,398       | 693            | .....         | 415            | 219         | 250                     | 14          | 120         | .....       | 115,545      |
| "     | Aug..  | 13            | .....         | 231                   | ....             | ....                | 11,675        | 2,579,164    | 2,817,450  | 29,000    | 700            | 146         | 728          | 28,213       | 417            | 500           | .....          | 352         | 48                      | 915         | 98          | .....       | 25,336       |
| "     | Sept.. | 515           | 5             | 827                   | ....             | ....                | 6,947         | 2,363,617    | 3,638,225  | 113,827   | ....           | 108         | 2,483        | 5,350        | 2,205          | 810           | 6,620          | 332         | 16                      | 111         | 250         | .....       | 87           |
|       |        | 22,395        | 14,929        | 5,620                 | 76               | .....               | 325,940       | 24,550,376   | 35,946,948 | 1,538,384 | 972            | 1887        | 45,853       | 371,885      | 17,708         | 77,686        | 53,655         | 3669        | 15,920                  | 1242        | 1448        | 217,783     | 137,956      |

NORFOLK, VA., September 30th, 1872.



*A General Statement of Leading Items of the Business of the Albemarle and Chesapeake Canal during the years ending 30th September, from 30th September, 1865, to 30th September, 1872, both inclusive.—INWARD.*

| YEAR. | MONTH.     | Bales Cotton. | Barrels Fish. | Bbls. Naval Stores. | Ebbls. Spits. Turpentine. | Bushels Flaxseed. | Bushels Corn. | Bushels and Beans. | Bus. Potatoes. | Rushels Wheat. | Last Blocks. | Bushels Peanuts. | Feet Lumber Bd. Measure. | Shingles.   |
|-------|------------|---------------|---------------|---------------------|---------------------------|-------------------|---------------|--------------------|----------------|----------------|--------------|------------------|--------------------------|-------------|
| 1866  | September. | 6,977         | 16,561        | 16,515              | 216                       | 923               | 220,454       | 7,323              | 7,398          | 22,530         | .....        | .....            | 3,137,360                | 30,886,502  |
| 1867  | "          | 16,057        | 21,275        | 10,703              | 318                       | 218               | 268,190       | 6,929              | 5,957          | 8,327          | .....        | .....            | 6,442,166                | 27,683,717  |
| 1868  | "          | 16,099        | 11,547        | 5,715               | 17                        | 451               | 111,030       | 4,687              | 10,318         | 5,526          | .....        | .....            | 6,540,945                | 45,813,865  |
| 1869  | "          | 7,629         | 8,455         | 8,617               | 79                        | 688               | 110,783       | 10,473             | 16,878         | 15,700         | 41,928       | .....            | 10,197,419               | 44,185,268  |
| 1870  | "          | 18,686        | 12,339        | 9,038               | 110                       | 2,300             | 390,516       | 8,436              | 15,221         | 7,208          | .....        | .....            | 12,124,587               | 33,011,325  |
| 1871  | "          | 28,248        | 18,263        | 3,782               | 73                        | 2,781             | 315,840       | 11,603             | 22,436         | 8,195          | 33,200       | 1,800            | 12,799,180               | 48,540,625  |
| 1872  | "          | 22,305        | 14,927        | 5,620               | 76                        | 972               | 335,940       | 15,920             | 17,708         | 1,342          | 615          | 2,100            | 24,550,376               | 38,916,948  |
|       |            | 116,091       | 103,067       | 59,991              | 889                       | 8,333             | 1,742,783     | 65,371             | 95,916         | 68,718         | 77,743       | 3,900            | 75,792,933               | 266,037,150 |

| YEAR. | MONTH.     | Staves.    | Pounds Rags. | Pounds Iron. | Railroad Ties. | Cords Wood. | Eggs. No. Doz. | Pounds Bacon. | Blue Fish. | Fresh Shad. | Passengers. | Cords Juniper Logs. | Cords Poplar Logs. | Cords Beach Logs. |
|-------|------------|------------|--------------|--------------|----------------|-------------|----------------|---------------|------------|-------------|-------------|---------------------|--------------------|-------------------|
| 1866  | September. | 1,234,527  | .....        | .....        | .....          | 2,601       | .....          | 100,496       | .....      | 84,917      | .....       | .....               | .....              | .....             |
| 1867  | "          | 2,172,001  | .....        | .....        | .....          | 5,980       | .....          | 67,015        | .....      | 163,280     | .....       | .....               | .....              | .....             |
| 1868  | "          | 2,470,269  | .....        | .....        | 5,009          | 6,523       | .....          | 31,183        | .....      | 215,149     | .....       | .....               | .....              | .....             |
| 1869  | "          | 2,476,253  | .....        | .....        | 39,140         | 8,200       | .....          | 7,080         | .....      | .....       | .....       | .....               | .....              | .....             |
| 1870  | "          | 917,120    | .....        | .....        | 47,470         | 11,711      | .....          | 5,230         | .....      | 22,682      | .....       | .....               | .....              | .....             |
| 1871  | "          | 1,047,136  | 50,300       | 135,186      | 35,646         | 6,469       | 33,949         | 54,769        | 14,104     | 222,401     | 1,988       | 1,797               | 24                 | 146               |
| 1872  | "          | 1,536,384  | 45,853       | 371,885      | 53,655         | 8,669       | .....          | 70,636        | 7,019      | 217,783     | 1,887       | 1,448               | .....              | .....             |
|       |            | 11,853,690 | 96,153       | 497,071      | 180,920        | 45,153      | 33,949         | 336,619       | 21,123     | 926,212     | 3,875       | 3,245               | 24                 | 146               |

NORFOLK, VA., September 30th, 1872.

*OUTWARD SHIPMENTS through the Albemarle and Chesapeake Canal for the fiscal year ending 30th September, 1872.*

| Year. | Month. | Bbls. Bread and Cakes. | Bbls. Beef. | Bbls. Beer and Cider. | Bbls. Flour. | Bbls. Fish. | Bbls. Molasses. | Bbls. Spirits. | Bbls. Sugar. | Bags Coffee | Boxes Hats and Shoes. | Boxes Candles. | Boxes Tobacco. | Dry Goods—Cubic feet. | Hardware—cubic feet. | Kegs Nails. | Crates Ware. | Casks Lime and Cement. | Bushels Oyster Shells. | Lbs. Iron. | Tons Guano. | Sacks Salt. | Bushels Salt. | Tons Ice. | Bales Hay. | Passengers. | Bushels Agricultural Lime. | Barrels Oil. |
|-------|--------|------------------------|-------------|-----------------------|--------------|-------------|-----------------|----------------|--------------|-------------|-----------------------|----------------|----------------|-----------------------|----------------------|-------------|--------------|------------------------|------------------------|------------|-------------|-------------|---------------|-----------|------------|-------------|----------------------------|--------------|
| 1871  | Oct.   | 121                    | 616         | 1                     | 1,773        | 146         | 204             | 193            | 231          | 119         | 81                    | 1,285          | 66             | 4,386                 | 44                   | 200         | 32           | 176                    | 1,500                  | 15045      | 13          | 1055        | 700           | 2         | 98         | 105         | 1590                       | 56           |
| "     | Nov.   | 181                    | 644         | 10                    | 1,290        | 233         | 200             | 209            | 95           | 59          | 70                    | 931            | 73             | 820                   | 63                   | 112         | 7            | 203                    | 31                     | 33920      | 8           | 1006        | 160           | 72        | 190        | 125         | 210                        | 85           |
| "     | Dec.   | 232                    | 386         | 28                    | 1,163        | 94          | 162             | 251            | 150          | 43          | 100                   | 635            | 44             | 559                   | 806                  | 216         | 3            | 64                     | 1,000                  | 7830       | 2           | 1619        | 200           | 5         | 193        | 157         | 9135                       | 33           |
| 1872  | Jan.   | 59                     | 573         | 2                     | 1,808        | 70          | 291             | 204            | 186          | 85          | 61                    | 807            | 32             | 388                   | .....                | 175         | 13           | 473                    | 4,000                  | 12775      | 17          | 964         | .....         | 8         | 271        | 203         | 18670                      | 53           |
| "     | Feb.   | 80                     | 545         | 2                     | 1,152        | 42          | 235             | 236            | 129          | 83          | 31                    | 439            | 37             | 363                   | .....                | 160         | 9            | 50                     | 7,900                  | 17962      | 218         | 283         | 6298          | 94        | 199        | 129         | 5883                       | 45           |
| "     | Mar.   | 48                     | 505         | 13                    | 1,736        | 103         | 308             | 192            | 148          | 89          | 76                    | 357            | 31             | 453                   | .....                | 141         | 13           | 42                     | 3,500                  | 15037      | 394         | 303         | 11648         | 155       | 261        | 133         | 16105                      | 45           |
| "     | Apr.   | 66                     | 618         | 14                    | 1,873        | 37          | 651             | 159            | 157          | 91          | 123                   | 942            | 16             | 2,406                 | 47                   | 116         | 24           | 56                     | 6,200                  | 3355       | 485         | 1762        | 1830          | 144       | 504        | 137         | 7878                       | 43           |
| "     | May.   | 8                      | 306         | 10                    | 1,158        | 30          | 351             | 101            | 89           | 45          | 57                    | 356            | 19             | 256                   | 15                   | 67          | 15           | 172                    | 1,500                  | 750        | 102         | 179         | 4450          | 54        | 572        | 124         | 710                        | 29           |
| "     | June   | 77                     | 330         | 3                     | 1,089        | 4           | 200             | 80             | 126          | 32          | 22                    | 423            | 12             | 285                   | 36                   | 58          | 2            | 193                    | .....                  | 5548       | 10          | 159         | .....         | 1/2       | 318        | 139         | 90                         | 96           |
| "     | July   | 62                     | 376         | 3                     | 1,079        | 20          | 201             | 121            | 91           | 42          | 19                    | 385            | 41             | 239                   | .....                | 21          | 4            | 84                     | 5,000                  | 100        | 3           | 53          | .....         | .....     | 297        | 132         | 60                         | 32           |
| "     | Aug.   | 42                     | 566         | 1                     | 1,417        | 33          | 171             | 94             | 105          | 79          | 28                    | 751            | 43             | 170                   | 2                    | 120         | 1            | 131                    | .....                  | 1829       | 2           | 114         | .....         | 4         | 107        | 134         | 630                        | 35           |
| "     | Sept.  | 133                    | 756         | 21                    | 2,197        | 90          | 1931            | 208            | 225          | 135         | 224                   | 753            | 107            | 2,526                 | 200                  | 208         | 22           | 388                    | .....                  | 11230      | 12          | 287         | 800           | ...       | 92         | 132         | 4692                       | 85           |
| .     |        | 1,109                  | 6,281       | 108                   | 17,755       | 902         | 4698            | 2067           | 1732         | 954         | 892                   | 8064           | 524            | 13,854                | 1,213                | 1594        | 145          | 2,032                  | 30031                  | 125381     | 1266        | 8414        | 20086         | 492 1/2   | 3203       | 1650        | 58913                      | 557          |

Norfolk, Va., September 30th, 1872.

*A General Statement of the leading items of the business of the Albemarle and Chesapeake Canal, during the years ending 30th September, from 30th September, 1865, to 30th September, 1872, both inclusive.—OUTWARD.*

| YEAR. | MONTH. | Barrels of Bread and Cakes. | Barrels of Pork and Beef. | Barrels of Beer and Cider. | Barrels of Flour. | Barrels of Fish. | Barrels of Molasses. | Barrels of Spirits. | Barrels of Sugar. | Bags of Coffee. | Boxes of Hats and Shoes. | Boxes of Soap and Candles. | Boxes of Tobacco. | Dry Goods—Cubic Feet. | Hardware—Cubic Feet. | Kegs of Nails. | Crates of Ware. | Casks of Lime and Cement. | Bushels of Oyster Shells. | Pounds of Iron. | Tons of Guano. | Sacks of Salt. | Bushels of Salt. | Tons of Ice. | Bales of Hay. | Passengers. | Bushels Agricultural Lime. | Barrels of Oil. |
|-------|--------|-----------------------------|---------------------------|----------------------------|-------------------|------------------|----------------------|---------------------|-------------------|-----------------|--------------------------|----------------------------|-------------------|-----------------------|----------------------|----------------|-----------------|---------------------------|---------------------------|-----------------|----------------|----------------|------------------|--------------|---------------|-------------|----------------------------|-----------------|
| 1866  | Sept.  | 415                         | 483                       | 63                         | 4335              | 481              | 613                  | 771                 | 612               | 398             | 563                      | 532                        | 115               | 18,672                | 1257                 | 826            | 54              | 1159                      | .....                     | 14,150          | 487            | 6717           | 18,499           | .....        | .....         | .....       | .....                      | .....           |
| 1867  | "      | 954                         | 1574                      | 103                        | 5607              | 307              | 1053                 | 888                 | 1169              | 823             | 377                      | 1393                       | 142               | 22,612                | 280                  | 1175           | 66              | 1510                      | .....                     | 36,241          | 1925           | 5555           | 36,569           | .....        | .....         | .....       | .....                      | .....           |
| 1868  | "      | 1013                        | 3262                      | 28                         | 6637              | 631              | 1235                 | 515                 | 1011              | 617             | 379                      | 1235                       | 71                | 14,859                | 151                  | 1010           | 72              | 950                       | .....                     | 21,073          | 261            | 4951           | 21,623           | .....        | .....         | .....       | .....                      | .....           |
| 1869  | "      | 1087                        | 2105                      | 79                         | 8474              | 1100             | 1609                 | 896                 | 853               | 649             | 358                      | 2080                       | 240               | 13,357                | 1219                 | 1110           | 102             | 3307                      | .....                     | 71,601          | 496            | 4111           | 20,792           | 259          | 1579          | .....       | .....                      | .....           |
| 1870  | "      | 1011                        | 3709                      | 54                         | 16,321            | 2212             | 2136                 | 1347                | 1347              | 924             | 905                      | 6391                       | 354               | 18,107                | .....                | 1509           | 134             | 4021                      | 35,312                    | .....           | 1019           | 7244           | 11,913           | .....        | 9738          | .....       | .....                      | .....           |
| 1871  | "      | 1248                        | 4728                      | 209                        | 19,148            | 1607             | 2663                 | 2048                | 1853              | 1281            | 1165                     | 7623                       | 419               | 18,577                | 1113                 | 3500           | 152             | 1118                      | 39,423                    | 225,408         | 655            | 8899           | 27,871           | 793          | 6353          | 1825        | 35,494                     | 344             |
| 1872  | "      | 1109                        | 6201                      | 108                        | 17,755            | 902              | 4938                 | 2067                | 1732              | 954             | 892                      | 8064                       | 524               | 13,854                | 1213                 | 1594           | 145             | 2032                      | 30,631                    | 125,381         | 1266           | 8114           | 26,086           | 493          | 3202          | 1650        | 58,913                     | 557             |
|       |        | 6837                        | 22,422                    | 644                        | 78,277            | 7249             | 14247                | 8535                | 8577              | 5646            | 4009                     | 27,318                     | 1865              | 120,038               | 5533                 | 11024          | 725             | 14,297                    | 105,366                   | 493,944         | 6139           | 46,191         | 173,253          | 1545         | 13,872        | 3475        | 94,408                     | 901             |

NORFOLK, VA., September 30th, 1872.

*REPORT of Number and Class of Vessels passing through the Albemarle and Chesapeake Canal for the fiscal year ending 30th September, 1872.*

| Year. | Month.          | Steamers. | Schooners. | Sloops. | Barges. | Lighters. | Boats. | Rafts. | Total. |
|-------|-----------------|-----------|------------|---------|---------|-----------|--------|--------|--------|
| 1871  | October .....   | 119       | 55         | 22      | 27      | 75        | 40     | 5      | 353    |
| "     | November .....  | 135       | 54         | 40      | 19      | 72        | 18     | 4      | 342    |
| "     | December .....  | 125       | 82         | 54      | 16      | 48        | 18     | 4      | 347    |
| 1872  | January .....   | 131       | 101        | 46      | 15      | 60        | 22     | 2      | 377    |
| "     | February .....  | 128       | 110        | 53      | 8       | 58        | 32     | .....  | 389    |
| "     | March .....     | 156       | 131        | 65      | 9       | 61        | 38     | 5      | 465    |
| "     | April .....     | 167       | 125        | 53      | 7       | 50        | 39     | 10     | 451    |
| "     | May .....       | 170       | 125        | 44      | 9       | 55        | 38     | 12     | 453    |
| "     | June .....      | 155       | 88         | 42      | 11      | 85        | 21     | 14     | 417    |
| "     | July .....      | 135       | 105        | 43      | 12      | 41        | 134    | 12     | 482    |
| "     | August .....    | 119       | 44         | 23      | 10      | 79        | 91     | 8      | 374    |
| "     | September ..... | 127       | 50         | 28      | 15      | 67        | 62     | 9      | 358    |
|       |                 | 1,667     | 1,070      | 523     | 158     | 752       | 553    | 85     | 4,808  |
|       | North .....     | 823       | 535        | 276     | 80      | 403       | 271    | 85     | 2,473  |
|       | South .....     | 844       | 535        | 247     | 78      | 349       | 282    | .....  | 2,375  |
|       | Total .....     | 1,667     | 1,070      | 523     | 158     | 752       | 553    | 85     | 4,808  |

NORFOLK, VA., September 30th, 1872.

*Number and Class of Vessels passing through the Albemarle and Chesapeake Canal from 30th September, 1860, to 30th September, 1872.*

| Year. | Steamers. | Schooners. | Sloops. | Barges. | Lighters. | Boats. | Rafts. | Total. |
|-------|-----------|------------|---------|---------|-----------|--------|--------|--------|
| 1861  | 671       | 1,139      | 74      | 153     | 300       | 179    | 8      | 2,524  |
| 1862  | 453       | 192        | 88      | 69      | 275       | 158    | .....  | 1,265  |
| 1863  | 377       | 69         | 71      | 16      | 292       | 125    | .....  | 950    |
| 1864  | 953       | 24         | 15      | 124     | 96        | 174    | 5      | 1,911  |
| 1865  | 1,300     | 266        | 190     | 122     | 79        | 602    | 3      | 2,562  |
| 1866  | 1,062     | 739        | 302     | 256     | 338       | 921    | 18     | 3,643  |
| 1867  | 1,112     | 907        | 358     | 313     | 763       | 761    | 29     | 4,243  |
| 1868  | 1,093     | 914        | 442     | 381     | 778       | 1,066  | 26     | 4,730  |
| 1869  | 1,128     | 752        | 398     | 297     | 950       | 1,077  | 36     | 4,488  |
| 1870  | 1,487     | 859        | 437     | 167     | 911       | 486    | 35     | 4,382  |
| 1871  | 1,656     | 944        | 555     | 183     | 1,020     | 483    | 49     | 4,970  |
| 1872  | 1,667     | 1,070      | 523     | 158     | 752       | 553    | 85     | 4,808  |
|       | 12,959    | 7,905      | 3,433   | 2,143   | 6,364     | 6,595  | 294    | 39,876 |

NORFOLK, VA., September 30th, 1872.

*List of Steamers navigating the Albemarle and Chesapeake Canal,  
number of passages and amount of Tolls paid, for the fiscal year  
ending 30th September, 1872.*

| NAMES.                       | Passages. | Amount.     | NAMES.                     | Passages. | Amount.     |
|------------------------------|-----------|-------------|----------------------------|-----------|-------------|
| Astoria .....                | 84        | \$2,986 03  | Amount brought forward..   | 865       | \$11,140 28 |
| Argo .....                   | 2         | 32 00       | Heliotrope.....            | 2         | 120 00      |
| Abbey .....                  | 14        | 40 82       | Hackensack.....            | 27        | 759 56      |
| Annie Wood.....              | 2         | 12 00       | I. D. Coleman.....         | 53        | 1,544 76    |
| Admiral Farragut, (U. S.)..  | 1         | 13 20       | Joy.....                   | 1         | 20 00       |
| Arrow Mills.....             | 5         | 162 39      | J. C. Rockwell .....       | 22        | 608 39      |
| B. Fletcher .....            | 1         | 17 20       | Joe Townsend .....         | 73        | 697 02      |
| Ben Minder .....             | 21        | 993 99      | L. G. Cannon ....          | 87        | 2,075 85    |
| Cygnets.....                 | 199       | 1,478 85    | Louisa.....                | 44        | 2,828 66    |
| Currituck.....               | 59        | 1,382 79    | Lumberman.....             | 41        | 1,145 20    |
| Commerce.....                | 39        | 1,395 88    | Lynnhaven .....            | 55        | 971 72      |
| Caswell.....                 | 1         | 19 90       | Lota.....                  | 3         | 225 50      |
| Clarion .....                | 35        | 136 81      | Miniscango....             | 1         | 27 00       |
| Chowan, (Co's Tug).....      | 161       | .....       | Mollie Wentz .....         | 26        | 597 00      |
| Croatan, (Co's Tug).....     | 94        | .....       | Nettie.....                | 10        | 122 88      |
| Dandelion, (U. S.).....      | 2         | 137 40      | North Carolina. ....       | 37        | 600 56      |
| Elizabeth City .....         | 1         | .....       | Olive .....                | 62        | 1,538 01    |
| Ellsworth, (U. S.).....      | 3         | 90 40       | Ontario.....               | 1         | 16 63       |
| Endeavor, (U. S.) .....      | 1         | 28 00       | Pulaski.....               | 1         | 5 00        |
| Emma .....                   | 5         | 62 46       | Reindeer.....              | 10        | 1,457 43    |
| E. B. Lane and Barge.....    | 57        | 1,296 91    | R. T. Waters and Rafts.... | 82        | 3,085 47    |
| E. Ludlow and Barge.....     | 14        | 363 03      | Rotary.....                | 44        | 1,142 55    |
| E. Dunn.....                 | 1         | 35 80       | Samuel Wenhenny.....       | 11        | 1,097 38    |
| E. Shaw .....                | 6         | .....       | Seward, (U. S.) .....      | 1         | 100 00      |
| E. Chamberlain.....          | 52        | 1,333 53    | Thomas Jefferson.....      | 2         | 19 98       |
| Ellen Smith.....             | 1         | 8 00        | Thomas E. Cahill.....      | 33        | 1,239 84    |
| E. A. Stephens, (U. S.)..... | 1         | 52 00       | Tulip, (U. S.) .....       | 18        | 988 20      |
| General Poe, (U. S.).....    | 1         | 14 00       | United.....                | 21        | 956 41      |
| Guiding Star.....            | 2         | 46 89       | Vesta.....                 | 1         | 109 50      |
| Carried Forward.....         | 865       | \$12,140 28 | Total .....                | 1,634     | \$36,370 83 |

NORFOLK, VA., September 30th, 1872.



# Inland Navigation.

## THE ALBEMARLE AND CHESAPEAKE CANAL,

TOGETHER WITH THE

Chesapeake & Delaware Canal and Delaware & Raritan Canal,

FORM THE GREAT INLAND NAVIGATION FROM

*New York, Philadelphia & Baltimore*


—TO—

*North Carolina and the South,*

By Canals and Inland Navigation for Steamboats, Sailing Vessels, Rafts, &c., avoiding the dangers of Hatteras and the coast of North Carolina—saving time and insurance.

### DIMENSIONS OF CANALS AND LOCKS:


|                                 | Canals. | Locks. |                |                             |
|---------------------------------|---------|--------|----------------|-----------------------------|
|                                 |         | Miles. | Length.<br>ft. | Width.<br>ft. Depth.<br>ft. |
| Albemarle and Chesapeake Canal, | -       | 14     | 220            | 40 7                        |
| Chesapeake and Delaware Canal.  | -       | 14     | 220            | 24 8                        |
| Delaware and Raritan Canal,     | -       | 43     | 220            | 24 7                        |
| Erie, of New York,              | -       | 345    | 110            | 18 7                        |

 Light-draft steamers bound to Charleston, Savannah, Florida and the West Indies, take this route.

Steam tug boats leave Norfolk, towing sail vessels, barges, rafts, &c., to and from North Carolina to Baltimore, Philadelphia and New York.

Freight steamers leave Norfolk for the following places regularly: Edenton, Elizabeth City, Hertford Plymouth, Jamesville, Williamston, Hamilton, Hill's Ferry, Pammyra, Scotland Neck, Halifax, Weldon, Columbia, Fairfield, Windsor, Winton, Gatesville, Murfreesboro', Franklin, Currituck, Coinjock, Roanoke Island, Washington, Greenville, Tarboro', Indiantown, Bay River, and Newbern.

And the following rivers and sounds: North Landing, North, Pasquotank, Little Perquimans, Cashie, Yeopim, Chowan, Nottoway, Meherrin, Blackwater, Currituck Sound, Roanoke Sound, Northwest, Tulls Creek, Indian, Roanoke, Scuppernong, Alligator, Pamlico, Neuse, Tar, Pungo, Bay River, Pamlico Sound, Albemarle Sound.

 For rates of tolls, towing, &c., apply to

**H. V. LESLEY, Treasurer C. & D. Canal Co.,**

417 Walnut Street, Philadelphia.

Or to

**MARSILL PARKS,**

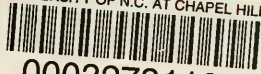
President Albemarle & Chesapeake Canal Co., Norfolk.







UNIVERSITY OF N.C. AT CHAPEL HILL



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THE NORTH CAROLINA COLLECTION

